









## HONGKONG GENERAL CHAMBER OF COMMERCE.

(Correspondence)  
THE CHINESE CUSTOMS  
Colonial Secretary's Office,  
Hongkong, 5th September, 1898.

Sir—I am directed to acknowledge the receipt of your letter of the 2nd instant, relative to the position of the Chinese Imperial Maritime Customs in connection with this colony and the extension of its boundaries, and to state that a copy of it will be forwarded to the Secretary of State for the Colonies and to her Majesty's Minister at Peking.

I have the honour to be, Sir,  
Your most obedient servant,  
T. SACCOMBE SMITH,  
Acting Colonial Secretary.

R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

Hongkong General Chamber of Commerce  
Hongkong, 5th September, 1898.

Sir—I have the honour to forward, for the information of His Excellency the Officer Administering the Government, the following resolutions, passed yesterday at the monthly meeting of the General Committee of this Chamber, after a careful consideration of the position of the Chinese Imperial Maritime Customs in connection with this colony and the extension of its boundaries, as the rightful course to adopt consistent with the dignity of the Government and the preservation of the freedom of the port.

1.—That the Customs Office be no longer permitted to collect duties in the colony or its waters.  
2.—That no opium being in the colony be accounted for, either through the agency of bonded warehouses or otherwise.  
3.—That the Government do all in their power to prevent the "bribe revenue," more especially with regard to the Opium Farmer.  
4.—That the Revenue Stations and Revenue cutters be removed beyond the limits of British territory and British waters.

The Committee will deem it a favour if His Excellency will make known these resolutions to Her Majesty's Secretary of State for the Colonies.

I have the honour to be, Sir,  
Your most obedient servant,  
R. CHATTERTON WILCOX,  
Secretary.

To Hon. T. Saccombe Smith, Acting Colonial Secretary,  
Peking, 15th August, 1898.

Sir—I beg to acknowledge with thanks your courteous communication of July 26th forwarding to me copy of a despatch addressed to Lord Salisbury by the Committee of the Hongkong General Chamber of Commerce.

I am, Sir,  
Your most obedient humble servant,  
CLAUDE M. MACDONALD.

R. M. Gray, Esq., Chairman Hongkong General Chamber of Commerce.

RENTAL OF WHARVES.

Hongkong, 15th August, 1898.

R. Chatterton Wilcox, Esq., Secretary Hongkong General Chamber of Commerce.

Dear Sir—We beg to draw your Committee's attention, with a view to their addressing the Government on the subject, to the recently increased rental levied by the Government on Wharves and Piers in the harbours advertised in the Gazette of 30th ult. under the heading of Notification No. 341.

We append a return showing the difference between what was previously levied and the rates under the new regulations.

Ordinance 25 of 1897—

Piers of 10,000 sq. feet or less \$180 p. annum

10,000/10,000 " 240 "

500/1,000 " 360 "

1,000/2,000 " 600 "

2,000/3,000 " 900 "

3,000/4,000 " 1,200 "

4,000/5,000 " 1,500 "

5,000/6,000 " 1,800 "

6,000/7,000 " 2,100 "

7,000/8,000 " 2,400 "

8,000/9,000 " 2,700 "

9,000/10,000 " 3,000 "

10,000 and over 2,400

We submit that the increase of the rental by ten times the amount previously charged without a word of explanation or warning is most unfair and unjust.

The wharves are not a source of revenue to us; they are provided for the use of the public to facilitate easy access to or from our steamers, and we consider that, as our vessels pay light dues, they should not be further burdened with these additional rents, which form a direct charge on shipping as far as we are concerned.

We repeat we do not obtain any revenue whatever from these wharves and we would further beg to draw your attention to the inconvenience that would be caused the travelling public should we, through the Government, insist on these enormous rentals, be compelled to stop giving passengers these facilities.

We are, dear Sir,  
Your obedient servants,  
BURNARD & SWIRE,  
Agents, China Navigation Co., Ltd.

THOS. ARNOLD, Secretary.

Hongkong, Canton & Macao S. B. Co., Ltd.

Hongkong General Chamber of Commerce.

Hongkong, 18th August, 1898.

Sir—I am directed to bring to the attention of His Excellency the Officer Administering the Government the exceedingly heavy increase in the annual rental levied for piers and wharves under the regulations recently made and published in the Government Gazette under Notification No. 341 in lieu of those contained in the Schedule to Ordinance No. 25 of 1897.

In illustration of the foregoing, I beg to append a comparison of the rates formerly charged and those to be levied under the Regulation just sanctioned.

Ordinance 25 of 1897—

Piers of 10,000 square feet or less \$180

10,000/10,000 " 240 "

500/1,000 " 360 "

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5,000/6,000 " 1,800 "

6,000/7,000 " 2,100 "

7,000/8,000 " 2,400 "

8,000/9,000 " 2,700 "

9,000/10,000 " 3,000 "

10,000 and upward 2,400

This constitutes an increase of fully ten times that previously charged, and it has been made without any notice or explanation to those concerned.

It is urged by the Steamboat Companies that these wharves which are provided for the use and convenience of the public are a source of revenue to the owners, and it, owing to the serious burden which it is proposed to lay upon them, they had to discontinue the use of landing places, great inconvenience would be caused to the travelling public.

The Committee would respectfully suggest that if it be decided to provide a graduated scale commencing at 50 square feet the rents should commence at a sum in proportion to the \$220 originally levied for 10,000 square feet or nearly

## THE RECENT TYPHOON IN THE CHINA SEA.

We are indebted to Captain E. Street, of the P. & O. steamer *Chawan*, for the following interesting report on the recent typhoon—

I beg to report that on the voyage from Shanghai to Hongkong, when off Tungshing Island at 2.30 p.m. 21st August, I sighted a steamer closing under the land, with funnel gone, and flying signals. I proceeded round the island to see what she wanted. Found it was the *Hokkai* (Hongkong under French colours); she signalled: "Want immediate assistance, dying for water." I got in as close as I could with safety and sent away the second officer with a supply of fresh water in the boat. Ordered him to tell the Captain of the *Hokkai* that if they were in danger, I would take them off the ship. Captain Gerard and crew refused to leave, saying they would not have been seen for a vessel of the *Chawan*'s size to have gone in close enough to take her in tow. Second officer returned and reported that the *Hokkai* had been in the typhoon—lost her funnel, and all boats but one had four feet of water in stove, oil, engine-room and holds; fires out; pumps; boiler loss of an anchor and chain, and damage to deck fittings. She was holding with one anchor and chain, at the distance of about one cable length off the island. She was in a dangerous position should it come to blow from the North or Eastward. At 4.40 p.m. 31st, having the mail on board, I bolted her and proceeded on voyage. At 6.30 p.m. 1st, signalled to steamer and reported position of *Hokkai* and that she was in distress. The steamer proceeded at once in the direction of *Hokkai*. I think the steamer was one of B. & S. firm, but could not make out her name as it was getting dusk. Captain Gerard said that two steamers had passed him but had not answered his signals of distress. We passed a large amount of wreckage (junk) between Ockee and Chaipei Islands. One of our A. B.'s who had been in Shanghai from the *Amara*, which was lost a short time ago near the S. Z. promontory, was in the boat we sent to the *Hokkai*; the first man he saw on board of her was the late second engineer of the *Amara*. I hear he told him he thought he must be a regular Jonah. It was a heavy swell when we went boat away, but a heavy swell was on. The blue-funnel steamer *Antenor* reports that on the passage from Amoy, at noon on the 1st inst. when off the Chichu Islands, a lot of junk wreckage was sighted, with a dead body floating near. Shortly after a man was seen holding on to a floating spar, and the ship was stopped and the man picked up. (He stated that he was the sole survivor of a crew of 18, belonging to the junk *Shing-shing*, bound from Taiwan to Ningbo with a cargo of sugar, which foundered in the recent typhoon on the 29th ult. the man having been three days in the water. An hour later a derelict junk was seen, with a number of fishermen alongside looking for help. At 3.30 p.m., when off Ockee, the ship was stopped in response to signals of distress from a disabled junk. There were nine people on board, who said the junk had been dismasted in the typhoon five days previously, and that they had been without food and water for three days. The *Antenor* supplied them with food, firewood, and a cooking stove, and left them standing in for the land under fair sail. The junk's master, in describing the affair, said, "plenty junk have got." Several others, derelict junks were sighted, but none were showing signals of distress. The *Antenor* reports that she experienced beautiful weather throughout the passage from Hongkong.

It seems a curious thing that no sailing steamer has attempted to save the *Trinidad*, as far as is known. It is reported that she was in her last hour and engine and steering gear are damaged, and she has been seen afloat by three or four steamers since her crew abandoned her. She has a cargo of coal, *gravelles* and stores for Klaboon, and ought to be worth the attempt to save her.—N. C. D. News.

## THE PHILIPPINES.

ONE AMERICAN VIEW.

(Mobile Daily Register)

Every addition to the territory of our republic has been made with the understanding that the people of the added territory would become equal and full citizens of our country. Of course, this did not apply to the Indians because they refused to accept our civilization and continued their warfare until they were well nigh exterminated. They are still the wards of the nation, and they are still the wards of the nation.

What is the exception the people of added territory have in all cases become assimilated, and are Americans in every sense of the word.

How shall we proceed with regard to the Philippines where the population is largely savage and uncivilized, yet not warlike? The native people are too numerous to be treated as prisoners of war, and yet they cannot by nature be made to perform the functions of citizens of this republic. Granting that they will not be restored to the Spanish dominion, what must we do? The established method of admitting the Philippines as a state and the inhabitants as citizens cannot be followed.

We have enough land. There are vast tracts of our country that are not yet settled. The South alone could support many millions more people than are now here. The only use we have for the Philippines is for trading. A straitjacket under our auspices would be contrary to the genius of our institutions.

It is said we ought to own the islands because our flag has conquered them. He who will recommend hanging down that flag will be subject to the severest criticism. The flag is there and there it will stay. That is the sentiment of the hour, without any regard of the fact that perhaps the Philippines will prove valueless to us, or worse still, an expense.

It is a practical people, however, we will not incur obligations that are not to our advantage. The flying of our flag is very pretty, and that the establishment of our flag in the proper place, but if we are alive to our own interests and respectful of our past experiences we will first make sure that the Philippines cannot be governed in some better way than as a state or a satrapy of this Union.

The best method of procedure, to our mind, to let the people of the Philippines govern themselves. They know better than we can tell them what they need. They must be guaranteed freedom from interference from outsiders, and be required to establish law and order for the protection of life and property, but otherwise they ought to be allowed to work out their destiny.

This could be effected by affording them American protection, or we could make the work lighter for ourselves by asking some foreign country to join with us in a commission having the guaranteeing of Philippine independence as its object. This policy has been found a good one with respect to Samoa and it might operate favourably with regard to the Philippines also.

## THE PEACE CONFERENCE AT PARIS.

THE UNITED STATES MEMBERS.

(From Japanese papers)

TOKYO August 30th.

A Washington dispatch of the 27th inst. in the Government says—

The following gentlemen have been appointed representatives of America at the Paris Conference—Mr. Day, Secretary of State; Mr. Dewey, a Senator (Chairman of the Foreign Committee in the Senate); Mr. Fry, a Senator; and Mr. Whitelaw Reid, editor of the *New York Tribune* (U.S. Minister to Paris under the last Republican Administration).

Judge White, a Congressman representing California, has been appointed, but has not accepted office as yet. Mr. McLe, the Under-Secretary of the U.S. is representative, when the committee will leave America for Paris in the middle of September. About that time Mr. Hay, now Ambassador to Great Britain, will probably assume the office of Secretary of State to which he was recently appointed.

Later.

A telegram has been received in Tokyo that General Merritt, Governor-General of the Philippines, has been appointed a member of the Paris Conference and will leave Manila for Paris to-day (30th).

NOTANDA.

CALENDAR.

SEPTEMBER.

Religious observances based on the year 1898.

Chinese—25th of 7th moon of 24th year of Kwong-shi.

Sun—Rises 5hr. 48min.

Sets 5hr. 38min.

Sun—Rises 5hr. 48min.

Sets 5hr. 38min.

Moon—in Apogee 5hr. 48min.

High water—Morning 5hr. 38min.

Afternoon 5hr. 38min.

Low water—Morning 5hr. 38min.

Afternoon 5hr. 38min.

No inferior high or low water.

ANNIVERSARIES.

1859—Sir Hercules Robinson assumed the Government of Hongkong.

1863—Victor Emmanuel proclaimed King of Italy.

1881—Military revolt at Cairo.

1895—The *St. Mary* launched off Japan; 50 lives lost.

TO-MORROW.

Saturday, 10th September, 1898.

Chinese—25th of 7th moon of 24th year of Kwong-shi.

Sun—Rises 5hr. 48min.

Sets 5hr. 38min.

Moon—in Apogee 5hr. 48min.

High water—Morning 5hr. 38min.

Afternoon 5hr. 38min.

Low water—Morning 5hr. 38min.

Afternoon 5hr. 38min.

No inferior high or low water.

ANNIVERSARIES.

1891—The first imported into England.

1893—Riot in Canton; much property destroyed on Sham-shui.

1894—Typhoon in Hongkong; *St. Tatiana* driven ashore.

1897—The British warship *Wasp* left Singapore for Hongkong and was seen no more.

SHIPPING AND MAIL NEWS.

MAILED DUE:

American (*Doric*) 11th inst.

Australian (*Manure*) 11th inst.

French (*Natal*) 11th inst.

Canadian (*Empress of Japan*) 13th inst.

Tacoma (*Victoria*) 16th inst.

American (*Glasgow*) 22nd inst.

THE *Silk* ex steamer *Empress of China* arrived in New York yesterday, the 8th inst.

We are informed by the agents (Messrs. Austrian Lloyd's S. N. Co.) the steamer *Tatiana* left Singapore for this port this afternoon, the 9th inst.

THE Imperial German Mail liner *Freuen* left Shanghai via Foochow for this port this morning, the 9th, and may be expected here on or about Tuesday, the 13th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Nagasaki at 5 a.m. yesterday, the 8th, and left again at 5 p.m. for Shanghai, where she is due to arrive at 7 a.m. to-morrow, the 10th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Yokohama* P.O. at Kowloon Dock.

*Manitow* " " "

*Atlantic* " " "

*Michael* " " "

*Baltimore* (U.S.S.) " " "

*Boat* " " "

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effect. I lost flesh, like one in consumption, and I feared I should never be any better.

"In March, 1893, a gentleman told me about Mother Seigel's Curative Syrup, and said he believed it would help me. Although I had no faith in it I sent for the Syrup and began taking it. One bottle relieved me and gave me some appetite. I ate and enjoyed my food as I had not done for years. I gained strength every day.

"I am now healthy and hearty as I ever was in my life, and owe it to Mother Seigel's Syrup. (Signed) Esther May, Buckingham Road, Northfleet, Kent, September 8th, 1898."

"In the Spring of 1897," writes another correspondent, "my wife got into a low state of health. She complained of first of feeling tired and weary, and could not do her work as usual. Her mouth tasted badly; she couldn't eat; and she had a deal of pain in her chest and back.

"Later on her legs began to swell, and soon the swelling extended to her body. With all this her strength failed more and more, until she could just go about the house in a feeble fashion, and that was all. No medical treatment did more than to rollers her, as you may say, for the moment.

"This was her condition when Mother Seigel's Syrup first came under our notice. We read of it in a book that was left at our house. After she had taken the Syrup only a few days she was decidedly better. And, to conclude, by a faithful use of the medicine the swelling went down, her appetite came back, and she was soon as well and strong as ever. Seeing what the Syrup had done for my wife, I began to take it for indigestion and dyspepsia, which had troubled me for years, and it completely cured me. (Signed) J. Heath, Oriana House, Alpha Road, Cambridge, June 16th, 1898."

We were speaking of nothing happening without a cause. The cause of all this trouble of these two women was one and the same—indigestion and dyspepsia. Men have it often enough, but this disease is especially the bane of women—with chronic constipation as one of its worst features. It is the cause of nearly all the ills and ailments they suffer from. Let every woman get the book which Mr. Heath speaks of at the first opportunity. They can find out what the first symptoms are, and take Mother Seigel's Syrup the very day they appear.—Ad.

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

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COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES

&c., &c., &c.

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and

F. & O. SPECIAL LIQUOR SCOTCH

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EVERY KIND OF

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REASONABLE PRICES.

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